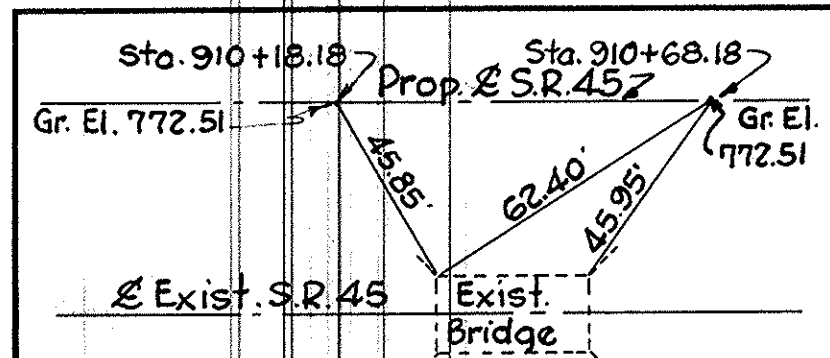




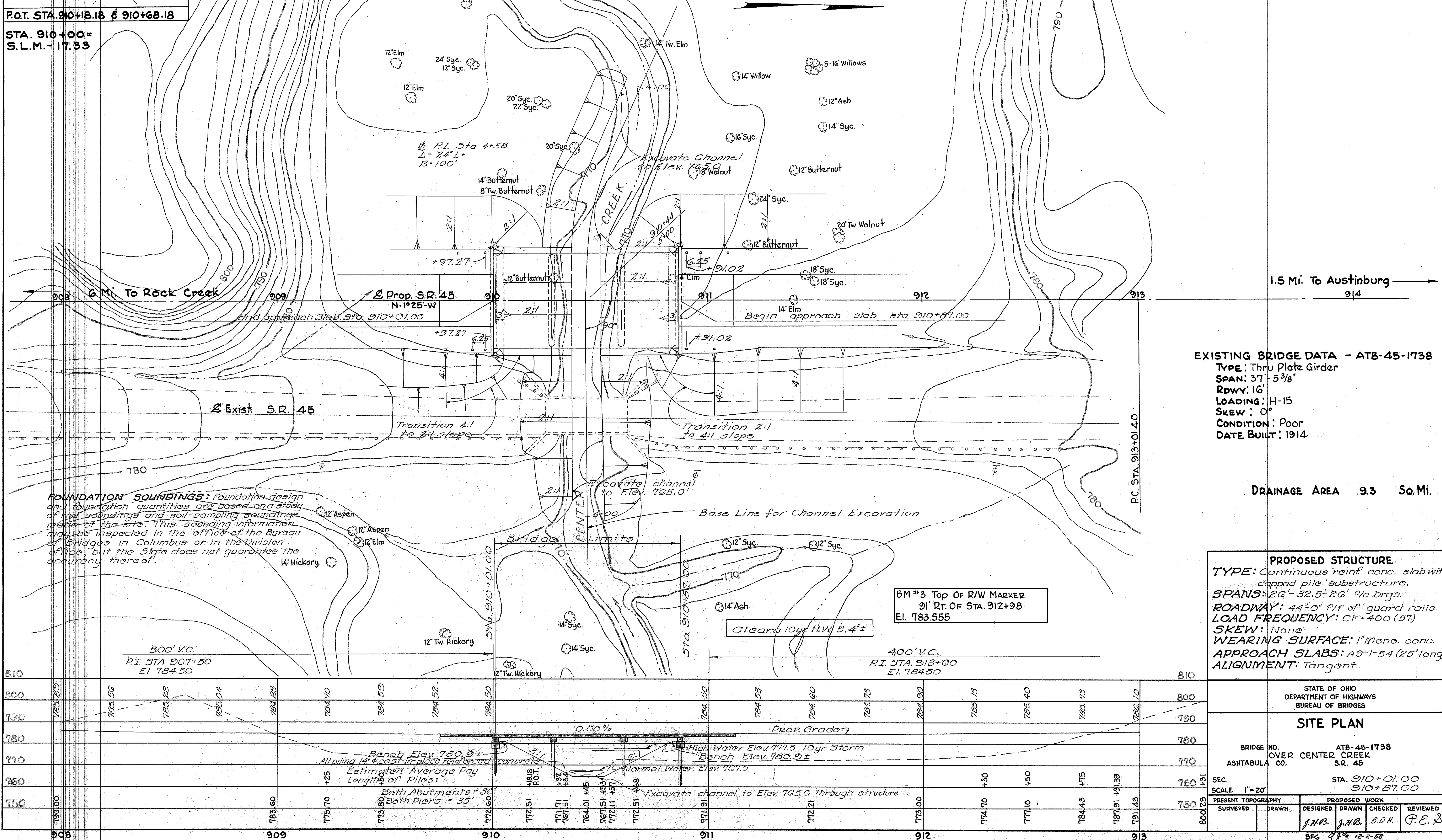
P.O.T. STA. 910+18.18 & 910+68.18

STA. 910+00=
S.L.M. - 17.33

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

31
34

ATB-45-17.07
1.5± Miles South of Austinburg

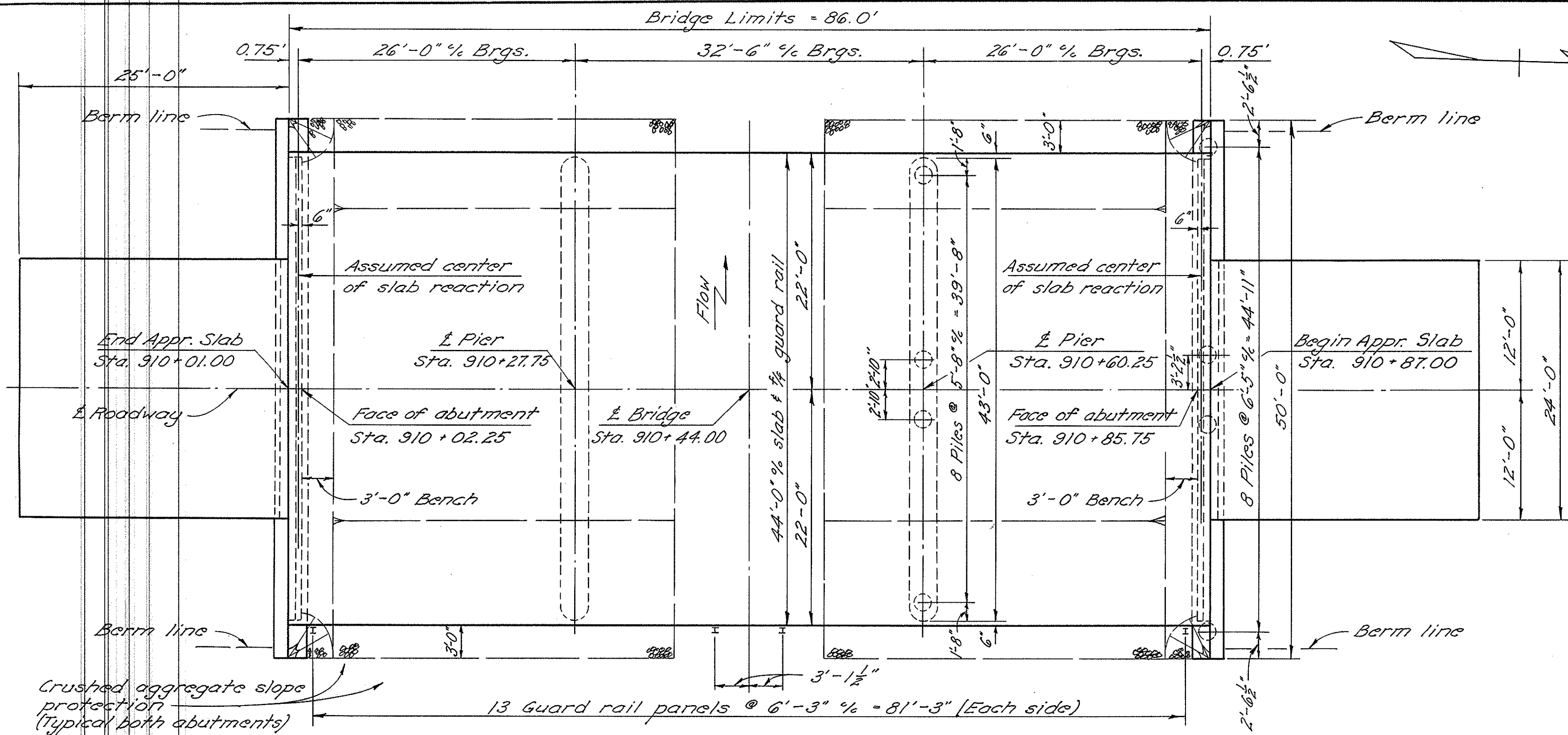


EXISTING BRIDGE DATA - ATB-45-1738
TYPE: Thru Plate Girder
SPAN: 37'-5 3/8"
RDWY: 16'
LOADING: H-15
SKEW: 0°
CONDITION: Poor
DATE BUILT: 1914

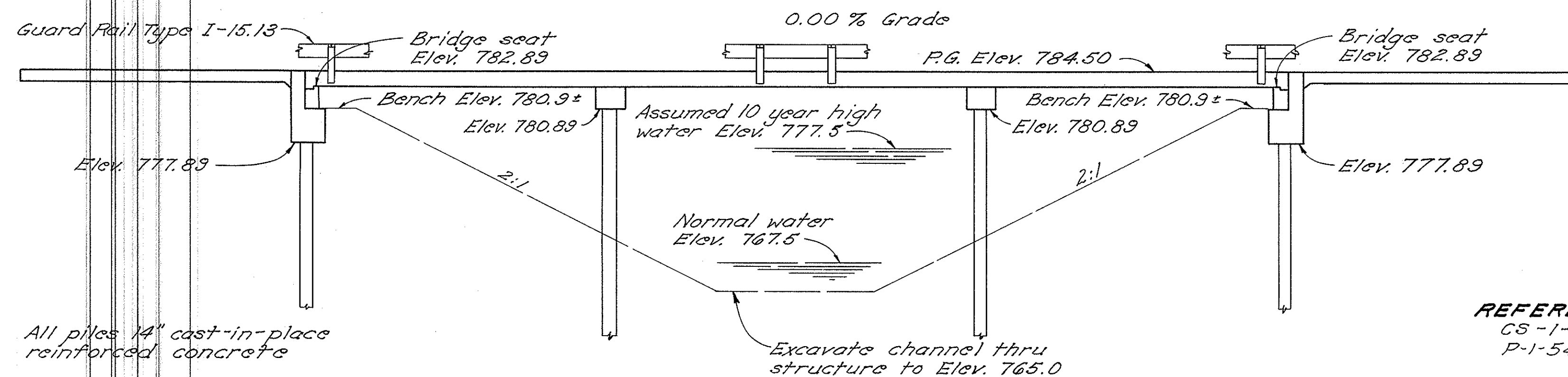
DRAINAGE AREA 9.3 Sq. Mi.

PROPOSED STRUCTURE.
TYPE: Continuous reinf. conc. slab with capped pile substructure.
SPANS: 26'-32.5'-26' 9/16 brgs.
ROADWAY: 44'-0" F/P of guard rails.
LOAD FREQUENCY: CF=400 (57)
SKEW: None
WEARING SURFACE: 1" Mono. conc.
APPROACH SLABS: A5-1-54 (25' long)
ALIGNMENT: Tangent.

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES					
SITE PLAN					
BRIDGE NO. ATB-45-1738					
OVER CENTER CREEK					
ASHTABULA CO. S.R. 45					
SEC. STA. 910+01.00					
SCALE 1"=20'					
PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED		DRAWN		CHECKED	
		DESIGNED		REVIEWED	
		J.H.B.		B.D.H.	
		J.H.B.		P.E. &	
				BFG 9.8.9 12-2-58	



GENERAL PLAN



ELEVATION

ESTIMATED QUANTITIES					
Item	Total	Unit	Description	Superstr.	Piers
E-2	58	cu.yd.	Unclassified excavation		58
E-3	443	cu.yd.	Channel excavation		443
S-1	136	cu.yd.	Class "C" concrete, superstructure and pier caps	180	16
S-1	51	cu.yd.	Class "E" concrete, abutments		51
S-4	51,147	lb.	Reinforcing steel	41,092	4405
S-14	172	ln.ft.	Railing (Type I-15.13 with galvanized steel posts and bolts)	172	
S-16	1ump	sum	First test pile		1ump
S-18	1040	ln.ft.	14" Cast-in-place reinforced concrete piles		560
S-24	1ump	sum	Removal of existing structure		1ump
S-29	16	cu.yd.	Porous backfill		16
I-10	366	sq.yd.	Crushed aggregate slope protection		366

REINFORCING STEEL LIST						
Mark	No.	Length	Weight	Shp.	Bending Diagrams	
Superstructure						
A945	114	30'-6"	11,822	S		
B945	38	22'-5"	2,896	B		
C945	38	19'-10"	2,562	B		
D945	19	21'-4"	1,378	S		
E945	19	16'-10"	1,087	S		
F945	88	24'-0"	7,181	S		
G945	44	11'-0"	1,646	S		
H945	44	8'-2"	1,222	S		
J601	44	15'-10"	1,046	S		
K601	22	13'-8"	452	S		
M601	93	43'-6"	6,076	S		
N601	57	43'-6"	3,724	S		
Abutments						
R1001	16	22'-11"	1,578	S		
R801	16	26'-1"	1,114	S		
R501	16	25'-7"	427	S		
R502	156	6'-7"	1,071	B		
R503	8	22'-1"	184	S		
R504	24	5'-4"	134	S		
R505	34	7'-11"	281	B		
R506	8	12'-8"	106	S		
R507	16	4'-11"	82	S		
R508	28	6'-8"	195	B		
R509	28	8'-5"	246	B		
R401	64	5'-5"	232	B		
Piers						
P1001	8	43'-6"	1,497	S		
P901	8	40'-6"	1,102	S		
P701	96	4'-0"	785	S		
P501	4	40'-6"	169	S		
P502	68	8'-0"	567	B		
P503	8	6'-4"	53	B		
P401	64	5'-5"	232	B		
Replacement Bars						
RE1001	1	7'-2"	-	S		
RE901	2	6'-10"	-	S		
RE801	1	6'-6"	-	S		
RE701	1	6'-2"	-	S		
RE601	1	5'-11"	-	S		
RE501	1	5'-7"	-	S		
RE401	1	5'-3"	-	S		

REPLACEMENT BARS: If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. 5-4.02 need not be furnished and replacement bars will not be required.

REPLACEMENT BARS: If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. S-4.02 need not be furnished and replacement bars will not be required.

GENERAL NOTES

REFERENCE shall be made to Standard Drawings CS-1-54 revised 7-16-56, A-1-54 revised 12-1-54 and P-1-54 revised 2-2-59.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic the existing structure shall be removed.

PILES shall be driven to a minimum bearing capacity of 25 tons per pile for the abutments and 35 tons per pile for the piers.

PIER PILE ENCASEMENT as shown on Std. Dwg. No. P-1-54 may be omitted provided that the tapered portion, if any, of all pier piles does not extend above the stream bed or the proposed surface of the ground. If the tapered portion of any pile extends above these limitations, the encasement will be required for all the pier piles. If the encasement is omitted the pile casings shall have a thickness of metal not less than No. 7 gauge, and the painting of the piles shall extend to low water elevation or, if the proposed surface of the ground is above low water, the painting shall extend to at least one foot below the proposed surface of the ground.

SLAB THICKNESS is 15 1/4" which includes 1" for monolithic wearing surface.